

CLASSIFICATION SECRET -U.S. OFFICIALS ONLYCOUNTRY East Germany REPORTTOPIC Vietmannsdorf AirfieldEVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED DATE PREPARED 13 September 1954REFERENCES 25X1PAGES 5 ENCLOSURES (NO. & TYPE) 1 - one sketch on dittoREMARKS This is UNEVALUATED Information

1. During July 1954, there were a greater number of air force personnel observed at Vietmannsdorf airfield than previously. These soldiers were not assigned to normal military duties but to grading work on the landing field at the extension of the runway. The two barriers north and south of the construction site near the fence around the field were guarded by 2 or 3 soldiers wearing red-bordered black epaulets and armed with submachine guns. Recently, these sentries have been comparatively lax in checking the permits of the construction workers. A German factory policeman was posted in Jagen (forest sub-district) No 162. The barrier at the southwestern corner of the cantonment of the Bauunion was permanently open during July and no longer guarded by factory police.

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2. Since early July, work has been under way on a new connecting road between Fuel Dumps I and II. This road ran through Jagen 157 and 162 and passed along the northern borders of the two dumps. Prior to 23 July, the humus layer of the connecting road, about 7.5 meters wide, was removed from Fuel Dump I to as far as the wood path between Jagen 158 and 159. No work was as yet started from this path toward the east, nor was concreting work under way on the graded strip up to 23 July.¹

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3. it was inferred that 1,160 workers were employed at the field on 10 July and 1,173 on 31 July.

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4. It was rumored at the airfield in early August that a target date for completion of the runway and taxiway was ordered by the Soviets. The small holes and joints between the concrete slabs were filled by mid-August. Repair work was not yet completed on the large holes from which pieces of concrete had been removed for pressure tests. These holes had to be filled between 16 and 21 August so that the runway might be serviceable after that date.²

5. After 26 July, 3 concrete mixers were employed at the southern end of the southwestern taxiway and a fourth one was being established. It was decided by 26 July that this taxiway was to be 21 meters wide at its northern and southern ends and 60 meters in the middle.

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SECRET

U.S. OFFICIALS ONLY

- 2 -

25X1

Grading work on the 60-meter-wide middle section was almost completed, but no concreting work was as yet started. A construction superintendent stated that this was due to the fact that the required funds had not yet been allotted.

6. In July, it was observed that two lanes, about 21 meters wide, branched off approximately at a right angle from the southern end of the southwestern taxiway. In late July, a concrete road, about 750 meters long, which branched off east of the southern end of the southwestern taxiway, was set out with poles and roughly graded. North of this lane were 3 hardstands in Jagen 70, 71 and 72. Between these hardstands and the edge of the road adjacent north was a cleared area, about 35 meters long, which was allegedly to be graded and covered with humus. In early August, concreting work was started and two distributors were used. The middle sections of the aforementioned 3 hardstands, as well as the connecting lane were to be provided with a 40-cm concrete cover, while two smaller strips around the hardstands were to be covered with concrete only 20 cm thick. During the first half of August, rough grading work was under way on the connecting lane which branched off from the southern end of the southwestern taxiway and extended into Jagen 101 and 102.³
7. During July and August, a Soviet Air Force construction detail using prime movers and skimmers graded the area on both sides of the runway, west of the Vietmannsdorf-Gross Doelln road. Only the humus layer was still missing. The sheds and huts at the construction site were torn down while grading work extended toward the east and beyond the aforementioned road in early August.
8. On 14 August, concreting work was almost completed on the hardstands. Only the 20-cm-thick concrete aprons were not entirely completed as work was done by hand there. The concrete mixers and distributors were shipped away.²
9. The area of Fuel Dump I was fenced in, cleaned and graded. It was scheduled to build a roof over the 4 fuel containers. Concrete slabs for this had already arrived. A worker employed in the fuel dump stated that the upper portion of the fuel containers were first to be made rust free and then painted, a roof would be built afterwards from the available concrete slabs, and this roof would finally be covered with sand. Leveling work was observed on a road leading from Fuel Dump I toward Fuel Dump II.¹
10. In July, Ammunition Area I was entirely fenced in. There were two gates, one in the south at the exit to the concrete road and the other one at the exit to the spur track. Near the former gate were 2 temporary buildings within the fence and 6 such buildings west of the concrete road. The buildings were reconditioned and painted green in late July. On the other side of the road was a transformer house to which 3 overhead lines extended. Buried lines led from the transformer into the dump. In early August, 2 electricians of the VMA Berlin were engaged in connecting the 2 temporary buildings with the transformer. Carpenters worked on the doors of the ammunition houses which opened outward. The upper windows of the front and rear walls had wooden shutters which opened upward. On the inner side of these windows were perforated tin plates. The wooden sections of the ammunition house were painted green and the roofs were newly tarred. Two covered water reservoirs were observed between the ammunition houses and the edges of the reservoirs were in line with the rear walls of the houses.⁵

SECRET

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- 3 -

25X1

11. A railroad embankment was under construction in Forst-Lehdenick, between the railroad line leading from Vogelsang to the construction site and a point which was located approximately on the border line between Jagen 121 and 122. The embankment, near kilometer marker 2, crossed the road which branches off toward the east to Gross Doelln from the Lehdenick-Templin road. Then, the railroad line made a slight curve through Jagen 132. Workers stated that another ammunition dump would be established there.⁶
12. A 21-meter-wide strip on the southwestern taxiway had been concreted by 21 August. Concreting work was nearing completion on the lane which extended from the southern end of the taxiway to the hardstands in Jagen 70, 71 and 72. A foreman stated that the intended widening work on the southwestern taxiway to a width of 60 meters could not be done so far because required money had not yet been allotted.
13. Concreting work on the southwestern taxiway was completed on the entire length and a width of 21 meters by 21 August. Grading work on the middle section which was to be widened to 60 meters was under way, but no concreting work was as yet started. Levelling work was being done on strips branching off from the southern end of the southwestern taxiway and extending toward the east and west. Concreting work was started at some spots. Apparently 6 hardstands were under construction.³
14. Work on the hardstand at the southeastern corner of the taxiway was almost completed by 21 August. Final work was believed to be terminated by 24 August.⁴
15. In early August, a construction superintendent stated that construction chief Roland (fnu) and an excavation foreman were ordered to check the entire runway and to determine whether all the damages had been repaired. The final target date for the repair of the defects on the runway and taxiway was fixed on 10 August. In mid-August, the eastern half of the runway and taxiway were being cleaned by a street sweeper. All the roads which cross the runway and taxiway were recently blocked by barriers. Cleaning work on the western half of the airfield was scheduled to be done during the second half of August.²
16. Since about 18 August, air force soldiers have been observed in the wooded area north of the runway west of the Vietmannsdorf-Gross Doelln road. [redacted] According to a construction foreman, the soldiers were engaged in building a corduroy road to the marshy area near Vietmannsdorf from where humus or sod were to be hauled.
17. During July, work was under way on a connecting road between Fuel Dumps I and II.¹
18. A construction superintendent mentioned 21 December as target date for the completion of the work under way. A portion of the construction workers would allegedly be transferred prior to that date in the course of September for construction work on a bridge near Frankfurt/Quer and a new airfield near Querfurt.⁷
19. On 20 August, work was completed on the runway which was off limits for personnel and motor vehicles.²
20. The southwestern taxiway was officially designated A-b road. The three concrete lanes of this road were completed by 21 August. The taxiway was

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SECRET

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SECRET

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- 4 -

25X1

not yet widened to 60 meters, allegedly due to a lack of funds. For the widening work a machine set had arrived and additional workers were placed on 2 shifts. The work brigade of one shift was assigned to concreting work on the hardstands near the Klein Doelln Settlement and the workers of the other shift were allegedly to be transferred for 2 months to a construction site near Frankfurt/Oder. Most of the work on the taxiway which branches off from the southern end of the A-B road toward the hardstands in the east was completed by 21 August. Concreting work was started on the hardstands in Jagen 70, 71 and 72. The hardstands also had a 40-cm concrete cover, except for 2 small concrete strips at the outer edge which were only 20 cm thick.³

21. The following areas were concreted at the airfield from 1 January to 13 August 1954:

38,873 cubic meters, 40 cm thick

513 " " 20 " "

618 " " 15 " "

An area of 25,000 cubic meters remained to be concreted by the end of 1954, not including the widening strips of the A-B road. Since the required quantities of fine chippings could not be delivered, the following ratio of mixture was decided upon after 23 August:

320 kg of cement

600 kg of coarse chippings

160 kg of fine chippings

1,240 kg of gravel.

22. In mid-August, Major Churbanov (fnu) was on furlough and substituted by Akhnazaryan (fnu). The Soviet fatigue detail which was engaged in grading work on the two outer strips of the runway was apparently increased. [REDACTED]
23. Ebke (fnu) who was in charge of labor affairs at the German construction staff was transferred and replaced by Robert Schulz. Kutscher (fnu), chief of the commercial section, would allegedly be transferred to Hohenauendorf in the near future. Hey (fnu), formerly chief of the above-ground construction section, was again observed at the construction in mid-August.⁸
24. Rumors had it that the scheduled widening strips of the A-B road would not be constructed and that a portion of the work force would be transferred to a construction site near Querfurt after mid-September.⁹

1. [REDACTED] Comment. Fuel Dump I is located in Jagen 162 and Fuel Dump II in Jagen 157. The construction of a connecting road has previously been reported.
2. [REDACTED] Comment. From the target date set for completion of the runway it is not inferred that a early occupation of Vietmannsdorf airfield is intended.
3. [REDACTED] Comment. This concrete taxiway, referred to as Object 103, and officially designated A-B road, was to be broadened to a width of 60 meters for a length of 2,250 meters according to various reports. It is assumed

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- 5 -

25X1

that this plan has not been cancelled but that the execution of this plan will be delayed. For last report concerning work on this concrete lane and on the connecting lanes branching off from the southwestern end toward the hardstands, [redacted] and Annexes 1 and 2 thereto. The dimensions of the hardstands were previously entered on a detail sketch. [redacted]. Source of paragraph 20 furnished a new sketch indicating the location and dimensions of the hardstands. See Annex.

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4. [redacted] 25X1

5. [redacted] Comment. It appears that work on Ammunition Dump 1 is nearing completion. For sketch of ammunition dump, [redacted] 25X1

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6. [redacted] Comment. The construction of a second ammunition dump was reported previously by another source. [redacted]. From the present report it is inferred that the dump will be established in Jagen 121/122, about 3.2 km southeast of Voelssang. 25X1

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7. [redacted] Comment. No definite survey of the 1954 construction projects is available. It is unknown to what extent the current work includes widening work on the A-B road and construction work on the second fuel dump. 25X1

8. [redacted] Comment. Major Churbanov represents in Vietmannsdorf the Soviet construction headquarters from Werder. Akhnazaryan is reported for the first time. 25X1

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9. [redacted] Comment. According to several reports, a new airfield is under construction near Querfurt. [redacted] 25X1

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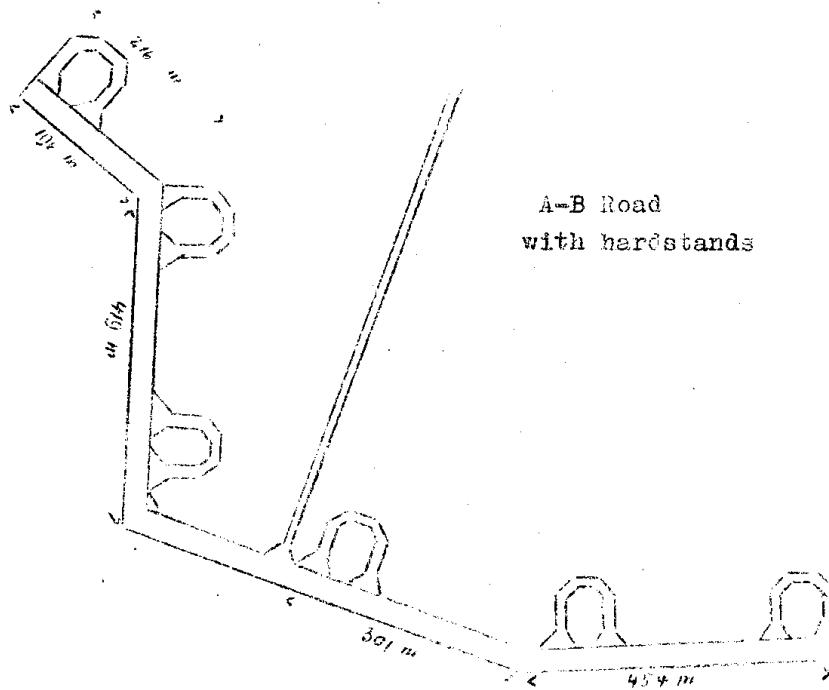
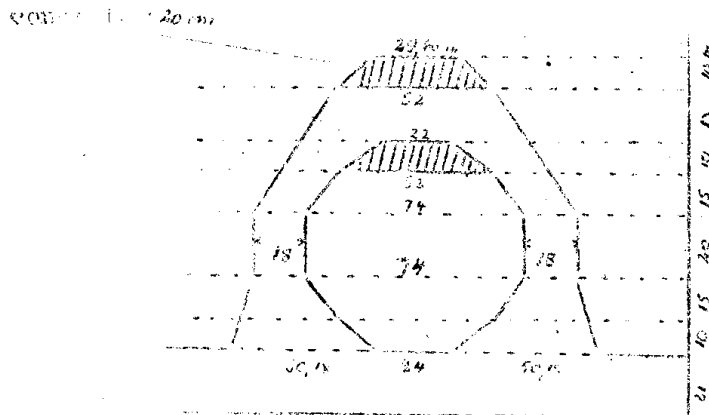
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Annex

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Hardstand at Vietmannsdorf Airfield



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